transportation element

INTRODUCTION

Automobiles are, and will continue to be, a fundamental part of Issaquah's transportation system due in part to Issaquah's location at the crossroads of I-90 and on the edge of the Urban Growth Boundary. As a result, the City is a pass-through city for residents in Sammamish, Maple Valley and North Bend headed to employment in Seattle, Bellevue and Redmond. Issaquah is also a regional commercial center which is a desirable component of the City's economy. The Central Issaquah Plan, the Urban Villages, *Walk + Roll Issaquah* and our anticipated growth tell us that we need to think beyond cars to multi-modal options to reduce the dependency on single occupancy vehicles and maintain and achieve the desired character of our neighborhoods. It is imperative, moving forward, that pedestrians, cyclists and transit riders are given equal, if not added, attention in the design of developments and Circulation Facilities in a way that supports the land use vision and creates and sustains a strong demand for multi-modal options and a Pedestrian Friendly environment, yet, does not diminish the functionality of the motorized system.

Included in this element are several maps. Regarding Roads, Pedestrian and Bicycle (Nonmotorized) improvements, there are maps for 6-, 15- and 20- year planning cycles. The Transportation Improvement Program Map (Figure T-12) reflects those road and nonmotorized projects that are funded in that six year period and is updated annually. The Roadway (Traffic) Projects 2015-2030 and Pedestrian and Bicycle Mitigation Projects 2015-2030 maps reflect those projects eligible for impact and mitigation fees. These maps are updated every two to three years. Lastly, the Roadway Projects 2016-2036 and Nonmotorized Improvements 2015-2035 maps show *all* mobility projects the City would like to see constructed over the entire 20-year planning period.

TRANSPORTATION VISION

Provide a comprehensive, well-managed and connected Active Transportation system that provides a variety of mobility options, enables the safe and efficient movement of all people, contributes to the Public Realm, Pedestrian Friendliness, and accommodates multiple functions such as, recreation, passive use, informal gathering and appropriate stormwater infiltration.

Ensure that environmental considerations including promoting energy conservation, minimizing impact on natural resources, and improving quality of life are part of the transportation planning process.

GOALS AND POLICIES

growth management act

discussion

The Growth Management Act requires that the adopted Transportation Element must implement, and be consistent with, the Land Use Element. In addition, the Transportation Element must include the following components.

GMAT 1 Land use assumptions used in estimating travel;

GMAT 2 Estimated traffic impacts to State-owned transportation facilities resulting from land use assumptions;

GMAT 3 Facilities and services needs, including:

a. An inventory of State and local air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities;
b. Level of service standards for all locally owned arterials and transit routes;
c. Level of service standards for highways for State-owned transportation facilities;
d. Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;
e. Forecasts of traffic for at least ten years based on the adopted land use plan; and
f. Identification of State and local system needs to meet current and future demands.

GMAT 4 Finance, including:

a. An analysis of funding capability to judge needs against probable funding resources;
b. A multiyear financing plan based on the needs identified in the comprehensive plan; and
c. A discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met if probable funding falls short of meeting identified needs.

GMAT 5 Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and

GMAT 6 Demand-management strategies;

GMAT 7 Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. Concurrent with the development means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

transportation and land use

Goal A. Coordinate land use with transportation.

discussion

Significant amounts of new residential and commercial development, with associated population and employment over the next 20+ years. (See Land Use Growth Targets, Goals and Development capacity) It is the City's responsibility to ensure that a transportation system is developed that serves current and future land use needs and that development accommodates the necessary modes of transportation.

T Policy A1 Maintain the Comprehensive Plan's land use vision in the vicinity of transportation projects by remaining consistent with the land use designations shown in the Land Use Designation Map, Figure L-5, Land Use Element.

T Policy A2 Coordinate land use planning with public transportation service to provide opportunities that reduce transportation demand City-wide.

T Policy A3 Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and nonmotorized improvements that implement the Roadway, Transit and Nonmotorized 20-year plans (Figures T-2, T-10 and T-4). Use the best available technologies when implementing these projects.

T Policy A4 Provide a seamless roadway and nonmotorized network through implementation of the Roadway, Transit and Nonmotorized 20-year plans (Figures T-2, T-10 and T-4).

transportation and the environment

Goal B. Prioritize the inclusion of nonmotorized and transit oriented mobility improvements and design elements recognizing their carbon reduction benefits.

discussion

Improved air quality ranks high among Issaquah's, the region's and the State's priorities. By reducing emissions by supporting alternatives fuels, alternative modes of vehicle travel, and increased pedestrian bicycle travel, and reducing vehicle miles traveled, the City can improve air quality and help protect the climate.

T Policy B1 Support alternative fuel vehicles including low-/zero-emission vehicles as well as the infrastructure necessary to sustain these vehicles.

T Policy B2 Seek out innovative design and construction, such as Green Streets, to minimize environmental impacts.

T Policy B3 Foster a mobility system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

T Policy B4 Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

T Policy B5 Develop a mobility system that minimizes negative impacts to human health.

mobility management

Goal C. Link development and transportation improvements by tying transportation cost estimates and potential funding to job and population growth estimates.

discussion

Concurrency and Level of Service. Transportation concurrency and Level of Service standards are key requirements of the Washington State Growth Management Act (GMA). By policy and regulation, the City of Issaquah is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. The City Council first adopted Issaquah's transportation concurrency system on May 4, 1998 (Ord. 2184) to meet the state requirements while addressing the problems of accelerating development, increasing regional traffic through Issaquah, and shortfalls in existing roadway capacity. The City Council approved changes to the concurrency system in 2010 (Ord. 2595) moving toward a simpler system. Moving toward a further simplified transportation concurrency system the City Council once again approved changes to the system in 2015 (Ord. 6876).

The 2015 concurrency system measures concurrency on a system-wide basis rather than a project-specific basis by allocating an additional capacity of 8,441 vehicle internal trip ends on the city-wide transportation system. The trip capacity is achieved through the City's commitment to construct Road and Non-Motorized Project improvements identified in the TIP and prioritized in the Capital Facilities Plan to meet concurrency and maintain adopted Levels of Service. Each applicant's concurrency review is simplified into a two-step process: 1) Confirm the proposed development generates less than the trip bank capacity (starting at 8,441 trips); 2) If so, applicant's payment of traffic impact fees and pedestrian and bicycle mitigation fees fulfills their concurrency requirements. This system continues SEPA review of project-specific operational and safety impacts and mitigations; however the focus is no longer a City-wide analysis; rather localized to the proposed development's location only.

The intersection level of service (LOS) standard in Issaquah shall be LOS D, as defined by the latest edition of the Highway Capacity Manual. For Transportation Concurrency purposes, six concurrency intersections (identified in the Land Use Code) may operate at LOS E or F at any point in time; as long as the weighted average (by traffic volume) Citywide LOS standard for all concurrency intersections is maintained at LOS D. All other concurrency intersections must operate at LOS D or better.

Impacts to State Owned Facilities

GMA also requires that local jurisdictions provide an estimate of local transportation impacts to State-owned transportation facilities and their level of service standards. Table T-1 provides a summary of traffic impacts to Interstate 90 and SR-900, the two State-owned facilities within Issaquah. Table T-1 provides existing and future average annual daily traffic (AADT) and calculates level of service standards for road segments on both facilities.

For more information on the Level of Service for State Owned Facilities, see the Transportation Element Background, Volume 2.

Table T-1
Estimated Local Traffic Impacts to State Owned Transportation Facilities

Interstate 90 *(data to be updated prior to council approval)*				
Road Segment (mileage markers)	**Existing AADT***	**Future (2030) AADT**	**Existing Level of Service (LOS)**	**Future (2030) Level of Service (LOS)**
12.94 - 13.89	98,774	129,423	D	F
13.89 - 15.24	57,112	80,244	D	D
15.24 - 16.19	41,017	67,451	B	C
16.19 - 17.94	43,743	45,622	B	B
SR-900				
Road Segment (mileage markers)	**Existing AADT**	**Future (2030) AADT**	**Existing LOS (Am/PM Peaks)**	**Future (2030) LOS (AM/PM Peaks)**
15.39 - 15.66	13,688	39,549	AM: D PM: C	AM: E PM: E
15.66 - 15.69	N/A	38,532	AM: A PM: B	AM: D PM: D
15.69 - 15.98	N/A	41,701	AM: B PM: E	AM: C PM: E
15.98 - 16.20	25,371	61,881	AM: D PM: F	AM: E PM: E

(Source: WSDOT, 2005)

Transportation Improvement Program. Anticipated transportation projects and their estimated costs are identified in the Six Year Transportation Improvement Program (TIP) in Table T-3. Capacity projects for motorized travel and nonmotorized travel are identified in the six year transportation financing plan. The remaining projects are classified as non-capacity projects as they do not directly add capacity to the City's transportation system and therefore do not directly contribute to the City's level of service standards. Much of the revenue to fund both the capacity and non-capacity projects will come from grants or bonds and other potential revenue sources, with contributions, impact fees and money from the City's street improvement fund making up the remainder. A bicycle and pedestrian mitigation fee, collected through SEPA, was also adopted by the City Council in 2015 (Ord. 6876).

Each year, the City reviews and prioritizes transportation projects and budgets money for those projects that are deemed most necessary. The list is prioritized each year and is linked to the concurrency traffic model to ensure improvements meet concurrency by maintaining the adopted LOS.

T Policy C1 Use a system-based concurrency management system to fund growth's share of impacts to the City transportation system and support the City's preferred land use pattern and vision.

* Average Annual Daily Traffic

T Policy C2 Development proposals that exceed the trip bank capacity shall do one or more of the following to achieve concurrency:

a. Add the transportation system capacity necessary to meet the concurrency adopted level of service; and/or
b. Phase or modify the project so that the trips do not exceed the trip bank capacity; and/or
c. Implement demand-management strategies or other measures to reduce the number of peak hour trips generated by the project.
d. Projects failing concurrency that do not provide adequate mitigation or transportation system capacity will be denied concurrency in accordance with state law.

T Policy C3 Maintain a Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP) that improves existing substandard roadways to current standards, provides a balanced system of automobile, nonmotorized and HOV facilities, recognizes road improvements that are needed to improve traffic flow and High Accident Locations and meet transportation needs and concurrency requirements. In the event that the City is unable to fund the programs, projects and services identified in the TIP and CFP, one or more of the following actions shall be taken:

a. Delay development until such time that programs, facilities or services can be funded;
b. Amend the City's Comprehensive Plan to change the LOS or reduce the travel demand placed on the transportation system; or
c. Obtain needed revenue or revise the TIP and CFP to reflect known financial resources.

T Policy C4 Increase the City's multi-modal usage by 2035 by supporting, expanding and implementing transportation choices including High Capacity Transit, HOV lanes, transit and nonmotorized improvements, and other Transportation Demand Management solutions. Use the best available technologies when implementing these projects.

T Policy C5 Provide a seamless multimodal system that maintains the City's adopted Level of Service as defined in the Land Use Code.

Vehicular LOS: Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system in accordance with the adopted Level of Service.

Pedestrian LOS: Provide sidewalks, shared use routes and/or separated paths as identified in the Pedestrian and Bicycle Mitigation Projects 2015-2030 Map (Figure T-5).

Bicycle LOS: Provide Bicycle Facilities as identified in the Pedestrian and Bicycle Mitigation Projects 2015-2030 Map (Figure T-5).

Transit LOS: Partner with King County Metro, Sound Transit, and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park and ride facilities.

Table T-2 below provides additional guidance on pedestrian, bicycle and transit facilities. Those corridors that meet the minimum requirements are green or yellow in the table below and are compliant with the LOS requirements. Those corridors that do not meet the LOS requirements shown in red.

TABLE T-2
LOS REQUIREMENTS

PEDESTRIAN LOS – SIDEWALK REQUIREMENTS

LOS	Pedestrian Network
	Pedestrian Facility provided in accordance with the Pedestrian and Bicycle Mitigation Projects 2015-2030 map.
	Provides a lower-level Pedestrian Facility than recommended in the Pedestrian and Bicycle Mitigation Projects 2015-2030 map, or a facility only on one side of the street.
	No Pedestrian Facility provided.

BICYCLE LOS – FACILITY REQUIREMENTS

LOS	Bicycle Network
	Bicycle Facility provided in accordance with the Pedestrian and Bicycle Mitigation Projects 2015-2030 map.
	Provides a lower-level Bicycle Facility than recommended in the Pedestrian and Bicycle Mitigation Projects 2015-2030 map.
	No Bicycle Facility provided.

TRANSIT PRIORITY CORRIDOR LEVEL OF SERVICE

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

T Policy C6 Use transit service within the city boundaries to connect major commercial centers, neighborhoods and regional transportation facilities.

active transportation network

Goal D. Ensure and expand a seamless integration between all modes of transportation throughout the City.

discussion

Part of creating a sustainable City is by managing mobility. Managing transportation demand, network completion and careful integration of land use with transportation infrastructure will increase overall mobility options and support needed shifts in mode share.

T Policy D1 Develop and adopt a Transportation Master Plan that provides strategies to implement the City's multi-modal vision, goals and policies including pedestrian and bicycle facilities, streets, transit, high capacity transit, alternative modes of travel, as well as demand management, parking strategies, short-term strategy plans and funding mechanisms.

T Policy D2 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

T Policy D3 Provide access from every neighborhood to the adjacent City trail system, transit facilities and all City parks and recreation facilities.

Goal E. Enable and encourage creative public gathering spaces along transportation corridors.

discussion

Informal public gathering spaces are designed to encourage pedestrian-oriented, small-scale social interaction. They vary in size and function depending on adjacent uses, and may include street furniture, focal points and human-scaled elements which emphasize its prime function as a place for people.

T Policy E1 Design streets to ensure a safe and comfortable pedestrian environment that includes pedestrian and bicycle facilities and gathering spaces.

T Policy E2 Make corridors and public gathering spaces rain friendly, where feasible, to encourage year-round use.

transportation demand management

Goal F. Use Transportation Demand Management techniques to achieve efficient use of transportation infrastructure, accommodate and facilitate future growth, and provide alternative modes of transportation that help to reduce dependency on single occupancy vehicles.

discussion

Transportation Demand Management (TDM) is the application of policies, strategies and actions to reduce travel demand (specifically that of single-occupancy vehicles (SOV)), or to redistribute this demand – particularly in peak commute hours – instead of increasing the roadway supply. TDM results in more efficient use of the current roadway system. In transportation, as in any network, managing demand can be a cost-effective alternative to increasing roadway capacity. A demand management approach to transportation also has the potential to deliver better environmental outcomes, improved public health, stronger communities, and more prosperous and livable cities.

Travelers base their travel choices on a number of important motivators including the desire to save time and money, to reduce stress or to improve convenience. At least some of these motivations must be addressed to encourage a change in habits. Some of the most promising TDM programs emphasize

coordination with local employers on measures such as car or vanpooling programs, bus pass subsidies, alternative work schedules, telecommuting options and parking management.

T Policy F1 Expand employer and neighborhood programs that provide alternatives to SOVs, including Commute Trip Reduction, shared-vehicles (i.e. Zip Cars) transit and Bike Share.

T Policy F2 Incorporate transit supportive and multimodal/nonmotorized friendly design features in new and re-development through the development review process.

T Policy F3 Manage parking through plans and programs that support Issaquah's land use objectives.

T Policy F4 Develop, implement and continue to monitor Transportation Demand Management regulations and strategies.

street network

Goal G. Maintain and enhance a connected grid street system to provide alternative routes, reduce congestion, and contribute to the vitality of the neighborhoods in which each street is located.

discussion

Well-designed streets serve all modes of travel including automobiles, trucks, transit, bicycles, and pedestrians, they include safe routes, and help move people where they need and want to go. The appropriate number of streets means that people have more route options rather than sending people down the same path. Efficiently designed streets can also minimize and better manage the amount of stormwater runoff that directly impacts the natural environment by affecting water quality in surface streams and lakes.

T Policy G1 Require that all streets be Complete Streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities.

T Policy G2 Establish and adopt criteria in the City's Street Standards to be used as a guide to prioritize required improvements when circulation facilities are not able to be built in accordance with the specifications due to extraordinary financial or physical barriers that require deviation from the Standards.

T Policy G3 Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turn-around provisions.

T Policy G4 Avoid the creation of excessively large blocks and long local access residential streets making streets more appealing and useable for pedestrians and cyclists.

T Policy G5 Consider law enforcement and emergency services when designing corridors to provide adequate locations for police and other emergency vehicles to conduct enforcement and investigations, as well as emergency response to incidents.

T Policy G6 Adequately fund, design and build the roadway network in accordance with the 20-Year Roadway Plan shown in Figure T-2 in order to accommodate the City's anticipated future growth.

T Policy G7 Inventory, identify and map major roadways and assign Functional Roadway Classifications to represent the desired functions of the roads. (Functional Roadway Classifications do not represent the design of the roads.) These can be found in Figure T-1 and are defined as follows.

Principal Arterial. These roadways provide for traffic movements into, out of and through the City. Principal Arterials constitute a small percentage of the overall network, yet they carry the highest traffic volumes and longest trips. These arterials contain the regional and inter-city bus routes and transit centers. Service to abutting land use is subordinate to travel service provided by Principal Arterials.

Minor Arterial. Minor Arterials accommodate trips of moderate length and lower travel mobility than Principal Arterials. They serve intra-city and some through traffic trips as well as serve local and intra-city bus routes. Unlike Principal Arterials, Minor Arterials provide access to abutting land uses such as retail and office centers.

Collector Arterial. Collector Arterials carry moderate traffic volumes and shorter trips than Principal and Minor Arterials and have little through traffic. They may serve local bus routes. Collector Arterials provide movement within neighborhoods with direct neighborhood trips to Principal and Minor Arterials as well as land access to neighborhoods, commercial and industrial areas.

Local Streets. Local Streets comprise all roadways and streets not otherwise classified. The primary function of Local Streets is the provision of access to abutting properties. The balance of roadways within the City are Local Streets.

T Policy G8 Facilitate the smooth flow of traffic on major arterials through signal coordination and other available technologies.

T Policy G9 Design transportation and storm water improvements to protect water resources including surface water, groundwater, and stormwater.

transit network

Goal H. Increase the percentage of trips made by transit, including High Capacity Transit.

discussion

Transit is a key element of Issaquah's multimodal network and plays an essential role in providing connections, mobility and access both regionally and locally. The City, developers, businesses and residents must be cognizant the role transit will and should play in our future when designing for new development and roads, in budgetary decisions, in regional relationships and in public awareness. Issaquah's Urban Core Urban Center designation warrants strategic attention to provide local and regional connections to achieve the City's vision for not only Central Issaquah, but for the entire City.

T Policy H1 Design systems and establish programs that combine walking and cycling with other forms of transportation to facilitate the last mile for transit riders.

T Policy H2 Partner with agencies to identify opportunities to improve local and regional transportation options such as:

a. Increased frequency and span of service
b. Service routes, including access to residential neighborhoods
c. Capital improvements; and
d. Alternative transit options such as internal circulation bus service and routes, taxis and transit vans.

T Policy H3 Support regional and countywide growth management strategies to create Transit Activity Centers linking Urban Centers with a high-capacity transit system, busses and other transit modes.

T Policy H4 Work with King County Metro, Sound Transit and other transit providers to maintain and improve the speed and reliability of transit service in Issaquah through such actions as transit lanes, queue jumps and queue bypass lanes.

T Policy H5 Include transit facilities and improvements into the design of public spaces, public and private developments and street improvements that benefit transit operations.

T Policy H6 Support the extension of Sound Transit's I-90 Corridor light rail to Issaquah and the construction of a light rail station and a satellite operations maintenance center in Issaquah.

T Policy H7 Promote and encourage public participation in the light rail corridor study and the design of Issaquah's light rail system.

T Policy H8 Work with Sound Transit, Sammamish, Redmond and other agencies to analyze and implement a High Capacity Transit system, and necessary supporting services, connecting Issaquah Highlands to Overlake via Sammamish, Redmond.

T Policy H9 Ensure that regional transit system development occurs in accordance with *Vision 2040, Transportation 2040,* Sound Transit's *Regional Transit Long Range Plan* and METRO's *Strategic Plan for Public Transportation 2011-2021* by working with the regional transit providers.

T Policy H10 Remain open to alternative transit solutions managed and maintained by the City and partners.

nonmotorized network

Goal I. Integrate nonmotorized facilities as a part of all roadway projects.

discussion

A successful nonmotorized network is: comprehensive, connected, convenient, frequent, direct, integrated, safety-oriented, and Pedestrian Friendly. A successful nonmotorized network increases mobility choices, reduces reliance on single occupancy vehicles and ensures people can get to get to the places they want and need to go including schools, commercial centers, transit systems, parks and other recreation areas. It contributes to the Public Realm and encourages regular physical activity to enhance health and wellness.

T Policy I1 Use the Nonmotorized Improvements Maps (Figures T-4 and T-5) to guide the design, construction and maintenance of pedestrian and bicycle facilities by public and private parties, including the preparation of design standards and elements that promote a pleasant and safe traveling environment.

T Policy I2 Direct nonmotorized resources towards those modes that have the least environmental impact and the greatest contribution to livability.

T Policy I3 Create a system of identifying nonmotorized routes that do not meet design guidelines and to inform route upgrades and new routes.

T Policy I4 Require and enforce safe, comfortable and convenient access in and around construction zones.

T Policy I5 All roadway projects shall be consistent with the Nonmotorized Corridor Map (Figure T-4) unless physical obstacles present significant difficulties or budget constraints are present. If either of the exceptions apply, attempts to design alternative routes must be considered in the project design.

T Policy I6 Use impact and mitigation fees, grants, and other revenue to construct and maintain nonmotorized projects identified on the Nonmotorized Map (Figure T-4) that are not otherwise included in roadway projects.

T Policy I7 Maintain a list of priority pedestrian and bicycle projects to be implemented through the Transportation Improvement Program to meet established nonmotorized goals.

Goal J. Ensure all mobility facilities, including but not limited to, nonmotorized and motorized routes, transit, and transit facilities, are accessible to people of all ages, abilities and income levels.

discussion

The Americans with Disabilities Act (ADA) requires that all facilities, in this instance all mobility facilities, be accessible to people with disabilities. It is important, however, that not only are those facilities accessible, but they are complete, ensuring absolute routes to community destinations.

T Policy J1 Establish and implement a comprehensive wayfinding plan.

T Policy J2 Monitor and find ways to reduce the number of nonmotorized collisions.

T Policy J3 Educate walkers and cyclists of all ages and abilities of their rules, rights and responsibilities.

T Policy J4 Assure safe walking and cycling conditions for students who walk to and from school.

T Policy J5 Establish, adopt and implement an ADA Self-Evaluation and Transition Plan affirming the City's commitment to local, state and federal accessibility standards.

Goal K. Achieve a walkable City for pedestrians by providing a safe, convenient and coordinated system of sidewalks, trails and pathways, including through routes, crossings and connections.

discussion

Walking is the oldest and most efficient, affordable, and environmentally-friendly form of transportation—it's how transit riders eventually reach their destinations, how drivers get from the parking lot to the front door, and how cyclists get from the bike rack to the business. In addition to the transportation aspects, walking helps to build strong communities, is great exercise and is an easy way to improve your mental and physical health. Nearly everyone, for at least some portion of every day, is a pedestrian making the need for safe, accessible and inviting walking paths all the more apparent.

T Policy K1 Provide sidewalks whenever new corridors are constructed and when properties are redeveloped.

T Policy K2 Separate pedestrians from traffic lanes by the use of street trees and landscaped strips unless physical obstacles present significant difficulties or budget constraints are present.

T Policy K3 Connect incomplete sidewalks through the Complete Streets Program.

T Policy K4 Continue the Issaquah Neighborhood Walk Series to involve the community, encourage walking in Issaquah and provide the City with information and recommendations for improving walkability in Issaquah.

T Policy K5 Continue to identify additional opportunities for walking paths, natural or paved, that link destinations such as neighborhoods with schools and parks and work closely with developers and City departments to implement them. Key areas of focus include but are not limited to North Issaquah, Squak Mountain and South Cove.

Goal L. Provide a bicycle-friendly and supportive community, enabling healthy, inexpensive and environmentally friendly travel.

discussion

People have rediscovered cycling, for both recreation and transportation purposes, along with its numerous community benefits related to health, safety, the environmental and the quality of life it provides. To promote and encourage this trend, the City must continue to explore what gets people

cycling, and rely on innovation in bicycle design to provide a complete and comfortable cycling environment.

T Policy L1 Use innovative design such as Cycle Tracks and Star Paths to inspire a bicycle culture.

T Policy L2 Provide ample, safe bicycle parking at special events.

T Policy L3 Require bicycle amenities such as bicycle parking, lockers, and tool boxes at community destinations – places that people want to connect to and from – throughout the City.

T Policy L4 Work with transit agencies to integrate cycling amenities and routes with mass transit.

T Policy L5 Ensure the construction of nonmotorized facilities that connect the ends of cul-de-sacs to existing and/or proposed nonmotorized routes to achieve improved circulation to adjacent neighborhoods, parks and other destinations.

T Policy L6 Require new or redeveloping properties to design and build bicycle/ pedestrian corridors that maximize the use of nonmotorized transportation alternatives.

T Policy L7 Ensure changes to roads do not eliminate existing nonmotorized transportation facilities unless equivalent mitigation is provided.

T Policy L8 Ensure public safety by maintaining bicycle and pedestrian facilities through a formalized nonmotorized route maintenance plan and dedicated funding.

finance

Goal M. Invest strategically in transportation with cost savings and investment opportunities in mind.

discussion

In most cases, mobility projects – motorized and nonmotorized – are funded by a combination of funding sources, including grants, impact fees, general fund resources, voted bonds and sales taxes - reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries. Leverage funds with other City departments, governmental and nonprofit agencies to pursue project and program implementation. Pursue public-private partnerships and innovative funding strategies such as impact fees and development agreements.

T Policy M1 Maintain a 20-year financing plan to provide predictability and assurance that transportation system improvements are accomplished when needed and in accordance with the six-year Transportation Improvement Program.

T Policy M2 Ensure sustainability of the existing transportation infrastructure by designing a system that meets the anticipated 20-year needs, is environmentally sound in construction and materials and supports the fluid movement of people, goods and services.

T Policy M3 Design arterials to be consistent with their roadway and transitway classifications shown in the Roadway and Transitway Classification Maps. New roadways must be included in the 20-year transportation plan prior to design so that the design is consistent with its roadway and transitway classifications.

T Policy M4 Use mitigation and impact fees to complete nonmotorized and road projects that mitigate or accommodate growth required by the Growth Management Act.

T Policy M5 Increase dedicated funding for nonmotorized projects, programs and education.

T Policy M6 Establish a grant matching reserve fund for walking and cycling projects and programs.

regional coordination

Goal N. Collaborate with Issaquah's neighboring municipalities, King County, and other agencies to address regional impacts and issues.

discussion

It is important that the City establish and maintain good working relationships with jurisdictions and agencies throughout the Puget Sound region. Doing so will help ensure that state, county and local projects address the regional vision and local growth management planning goals and objectives.

T Policy N1 Partner with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, King County and the cities of Sammamish and Bellevue to influence regional decision making processes that promote the transportation system in the Issaquah community.

T Policy N2 Enter into interlocal agreements with regional agencies and adjacent jurisdictions that mandate the shared financial responsibility of mitigating impacts of new developments and their associated transportation facilities as well as those that benefit the regional transportation system.

implementation

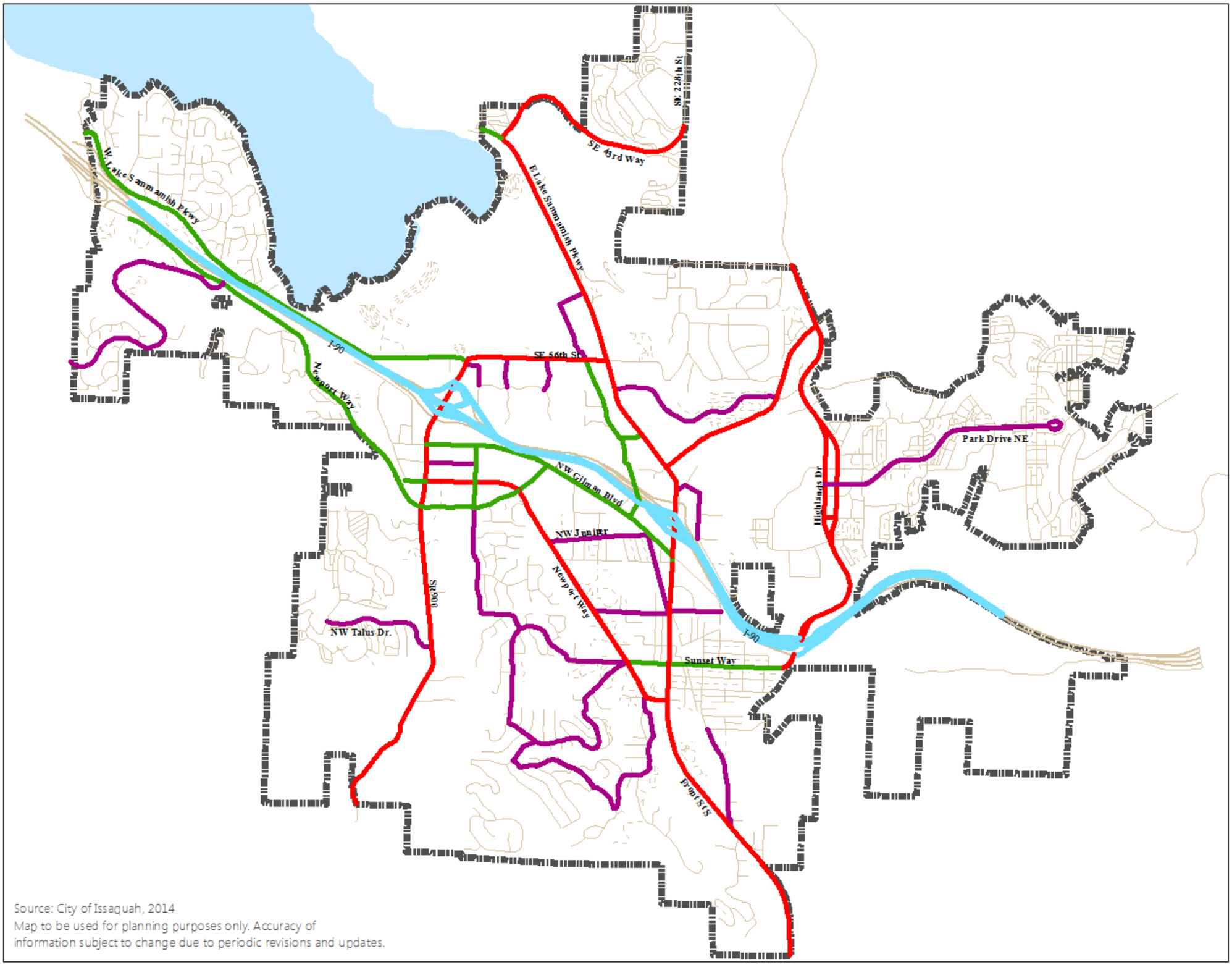
Goal O. Measure the effectiveness and success of the Comprehensive Plan in achieving community visions, goals and policies.

discussion

Achieving the visions of the Issaquah community for how our City should look, feel and function is dependent on implementation of the goals and policies adopted in this document. While there are not sufficient resources to accomplish all of the implementation strategies simultaneously, the City can make progress to carry out the Comprehensive Plan by identifying priorities and necessary resources. The City has established a list of Implementation Strategies (Appendix B) that are needed to accomplish the Community vision within the Comprehensive Plan, and although not complete, the list is intended to be used as a tool for prioritizing City resources, including budget and staff time. Additionally, the City cannot accomplish all the implementation strategies alone. As part of a much larger and growing metropolitan area, issues such as growth rates, housing supply and demand, and

transportation systems require cooperation and partnerships with the public and private sectors as well as local, state and federal agencies.

T Policy O1 Ensure Comprehensive Plan goals and policies are accompanied by related and required implementing actions, including but not limited to those listed in the Implementation Strategy (Appendix B).



Source: City of Issaquah, 2014
Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.

LEGEND

- Collector Arterial
- Minor Arterial
- Principal Arterial
- Interstate Highway
- City Limits

Note: This is a state required map that shows how roadways function. It does not represent the design of the roadways. Roadway designs are found in the Street Standards and the Central Issaquah Development and Design Standards.

N
W E
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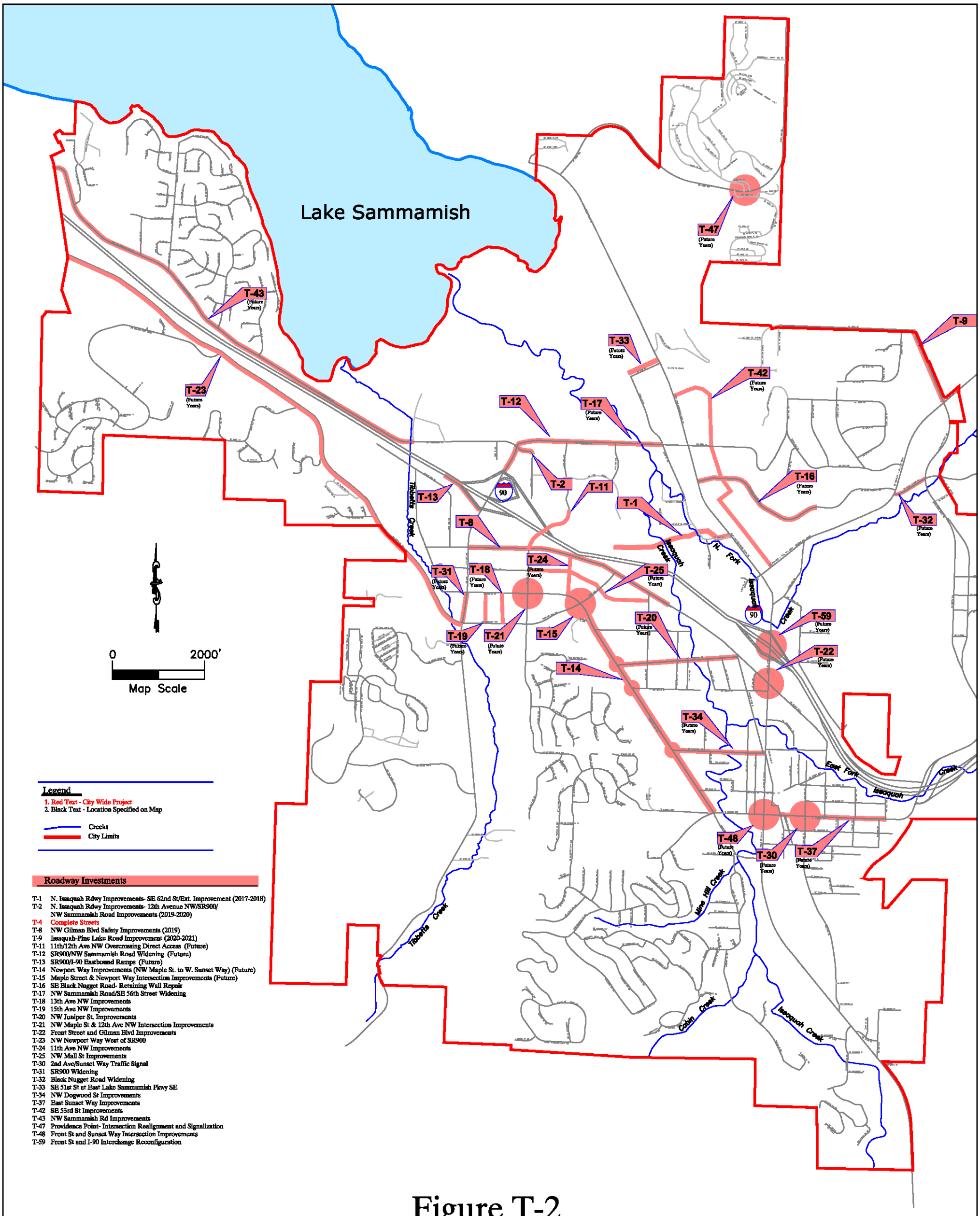
CITY OF ISSAQUAH WASHINGTON

Figure T-1

Roadway Classification & Inventory

Ordinance #2741
Effective Date 6/30/2015



Roadway Investments

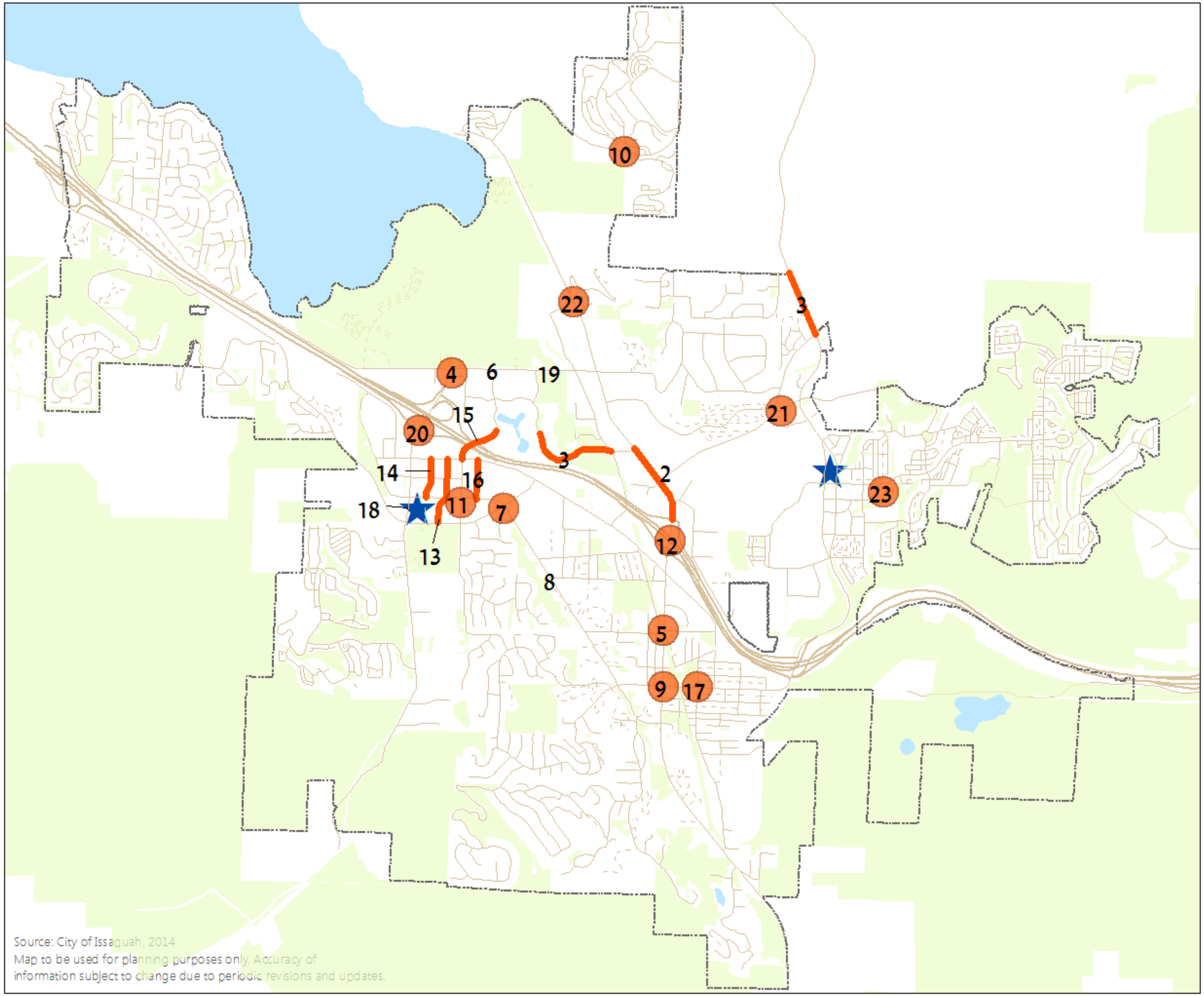
T-1 N. Issaquah Rdwy Improvements- SE 62nd St/Ext. Improvement (2017-2018)
T-2 N. Issaquah Rdwy Improvements- 12th Avenue NW/SR900/ NW Sammamish Road Improvements (2019-2020)
T-4 Complete Streets
T-8 NW Gilman Blvd Safety Improvements (2019)
T-9 Issaquah-Pine Lake Road Improvement (2020-2021)
T-11 11th/12th Ave NW Overcrossing Direct Access (Future)
T-12 SR900/NW Sammamish Road Widening (Future)
T-13 SR900/I-90 Eastbound Ramps (Future)
T-14 Newport Way Improvements (NW Maple St. to W. Sunset Way) (Future)
T-15 Maple Street & Newport Way Intersection Improvements (Future)
T-16 SE Black Nugget Road- Retaining Wall Repair
T-17 NW Sammamish Road/SE 56th Street Widening
T-18 13th Ave NW Improvements
T-19 15th Ave NW Improvements
T-20 NW Juniper St. Improvements
T-21 NW Maple St & 12th Ave NW Intersection Improvements
T-22 Front Street and Gilman Blvd Improvements
T-23 NW Newport Way West of SR900
T-24 11th Ave NW Improvements
T-25 NW Mall St Improvements
T-30 2nd Ave/Sunset Way Traffic Signal
T-31 SR900 Widening
T-32 Black Nugget Road Widening
T-33 SE 51st St at East Lake Sammamish Pkwy SE
T-34 NW Dogwood St Improvements
T-37 East Sunset Way Improvements
T-42 SE 53rd St Improvements
T-43 NW Sammamish Rd Improvements
T-47 Providence Point- Intersection Realignment and Signalization
T-48 Front St and Sunset Way Intersection Improvements
T-59 Front St and I-90 Interchange Reconfiguration

Figure T-2

20-Year Roadway Projects (2016-2036)

Ordinance # 2741

Effective Date: 6/30/2015



LEGEND

- Proposed Motorized Improvements
- Proposed Motorized Spot Improvements
- # Project ID#
- Transit Hubs
- City Limits

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CITY OF ISSAQUAH WASHINGTON

Source: City of Issaquah, 2014
Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.

Figure T-3

Proposed Roadway (Traffic) Projects 2015-2030

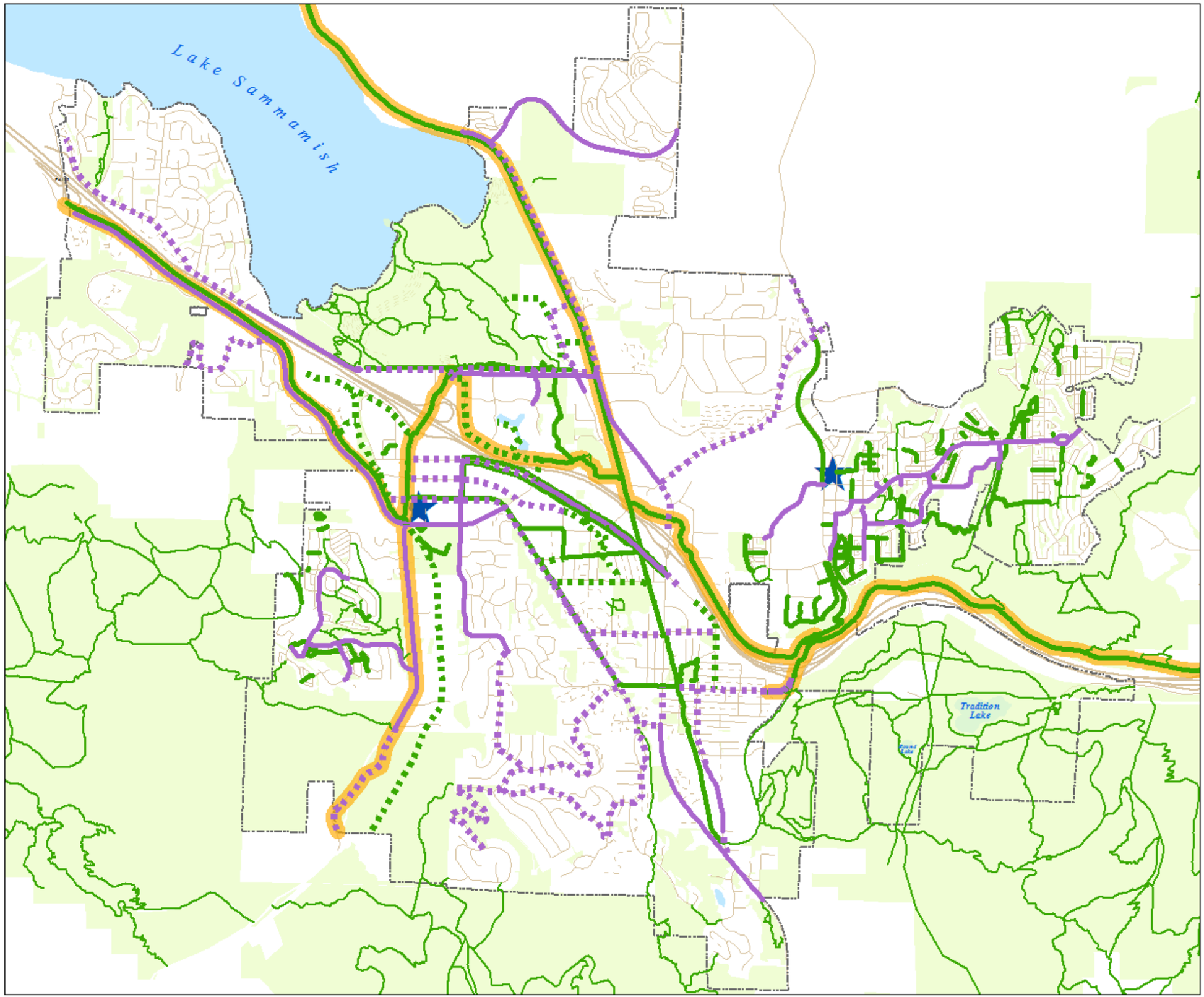
Ordinance #2741
Effective Date: 6/30/2015

Proposed Roadway (Traffic) Projects 2015-2030
Project Descriptions

#	Project Name	Project Description
1	N Iss Rdwy Impvmnts - SE 62nd St/Ext. Imprv.	Design and construction of a new roadway and other roadway network improvements in the North Issaquah area bounded approximately by East Lake Sammamish Parkway, SE 56th St/NW Sammamish Rd, 17th Ave NW, and I-90. The projects are: new roadway and bridge extending SE 62nd St into Pickering Shopping Center; widening SE 62nd Street from ELSP to 221st Ave SE; widen ELSP southbound from s/o SE 56th St to n/o Issaquah Fall City Rd; improve 221st Ave SE from SE 56th St to SE 62nd St with a new roundabout at SE 62nd and 221st; and widen 12th Ave NW approaching 17th and widen 17th approaching 12th.
2	N Iss Rdwy Impvmnts - E Lake Sammamish Pkwy Widening	Design and construction of a roadway widening to provide for additional southbound through travel lane, curb, gutter, sidewalks, storm drainage system including pertinent stormwater filtration and storage, irrigation, and street trees. Requires modification of traffic signal at Black Nugget Rd and SE 62nd St to provide for additional southbound through lane. Restripes portion of roadway between Issaquah Fall City Rd and I-90 for additional southbound approach lane.
3	Issaquah Pine-Lake Road Improvements	Roadway widening, curb, gutter, sidewalks, bike lanes, and other multi modal elements, storm drainage, irrigation, street trees, and crosswalks between Issaquah Fall City Rd and SE 48th Street. Improvements to match the existing configuration at the intersection of Issaquah Fall City Rd, and the proposed roadway section to be constructed in the City of Sammamish, assumed to be 4 to 5 lanes.
4	N Iss Rdwy Impvmnts - 12th Ave/SR 900/17th Ave Imp	Widen 12th Ave NW at SR 900/NW Sammamish Rd to provide for an additional westbound approach land to provide exclusive dual left turn lanes. Right-of-way will be required and the cost and amount necessary is undetermined at this time. In addition, widen the northbound 17th Ave NW approach to provide for an exclusive right turn lane for traffic turning from 17th Ave NW to 12th Ave NW.
5	NW Dogwood St Improvements	Design and construction of street improvements, including restoration of road base for two travel lanes, asphalt surfacing, curbs and gutters, storm drainage, utility adjustments, street lights, traffic signal, and sidewalks. Include southbound right turn pocket on Front

#	Project Name	Project Description
		Street/Dogwood Intersection.
6	SR 900/NW Sammamish Rd Widening	Construct an additional westbound general purpose lane approaching the I-90 Ramps from 11th Ave NW to the metered location on the westbound I-90 On-ramp.
7	Maple St/Newport Way Intersection Improvements	Provide an additional northbound lane on NW Newport Way approaching Maple St for an exclusive right turn lane and provide an additional westbound lane on NW Maple St approaching NW Newport Way for an exclusive right turn lane.
8	Newport Way Improvements, Maple to Sunset	Rebuild with roundabout intersection improvements at Juniper St, Holly St, and Dogwood, two travel lanes southbound from Maple St to 600 feet south of Holly St, transitioning to one travel lane southbound with one travel lane to Sunset Way, and one travel lane northbound. Includes two bike lanes, a sidewalk on the one side with an 8-foot wide walking trail on the other side, and related landscaping and lighting. Include storm water system for the roadway with detention and treatment facilities. Include a storm water bypass for existing drainage from adjacent properties.
9	Front St and Sunset Way Intersection Improvements	Design and construct left-turn lanes on Sunset Way. The existing roadway configuration from curb to curb width cannot be increased because of existing buildings. This requires removal of parking to provide for additional left-turn roadway capacity through the intersections and to improve traffic safety. Will allow for modification of the traffic signal to allow for an 8-phase signal operation and removal of the split phased operation on Sunset Way.
10	Providence Point - Intersection Realignment and Signalization	Project consists of realigning the entrances of Providence Point and to Forest Village and includes the installation of a traffic signal, street lights, and pedestrian access.
11	NW Maple and 12th Ave NW Intersection Improvement	Intersection widening to provide exclusive eastbound right turn lane and northbound right turn lane.
12	Front St and I-90 Interchange Reconfiguration	Reconfigure the Front Street/I-90 interchange to a tight diamond, provide additional capacity on Front Street North and coordinate with the improvement at Front and Gilman Boulevard. Project limits from Issaquah Fall City Road to Gilman Boulevard.

#	Project Name	Project Description
13	13th Ave NW Improvements	New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking and traffic signal at NW Maple St.
14	15th Ave NW Improvements	New two-lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking and traffic signal at NW Maple St and NW Newport Way.
15	11th/12th Ave NW Overcrossing	New three-lane overpass with one lane in each direction. The proposal includes turn lane capacity at each termini intersection, a five-foot bike lane, and a sidewalk.
16	11th Ave NW Improvements	New two lane roadway with turn lanes at intersections including wide sidewalks, curb and gutter, landscaping, street lights, and on-street parking.
17	2nd Ave/Sunset Way	Signalize intersection, and restripe eastbound approach within existing pavement width.
18	SR 900 Widening	Widen SR 900 to 3 lanes in each direction between Maple Street and Newport Way. Provide additional turn lane capacity at the Newport Way intersection.
19	NW Sammamish Road/SE 56th Street Widening	Widen NW Sammamish Road/SE 56th Street to 3 lanes in each direction between the I-90 westbound ramps and East Lake Sammamish Parkway. Provide additional turn lane capacity at various intersections along the corridor.
20	SR 900/I-90 Eastbound Ramps	Provide additional turn pocket improvements at the SR 900/I-90 Eastbound Ramps intersection, specifically a third eastbound right turn lane.
21	SE Black Nugget Road Widening	Widen SE Black Nugget Road to provide 2 left turn lanes in the westbound direction approaching Issaquah Fall City Road.
22	East Lake Sammamish Parkway/SE 51st Street	Widen the eastbound approach to include a second left turn pocket.
23	10th Ave NE/NE Park Dr.	Signal phasing improvements.



LEGEND

Existing Routes
- Natural Paths
- Urban-Pedestrian and Urban-Shared Paths
- On-Street Bike Facilities

Proposed Routes / Improvements
- On-Street Bike Facility
- Urban Shared Path
- Urban Shared Spot Improvements
- Bicycle Spot Improvements
- Intended Regional Routes
- Transit Hubs
- City Limits

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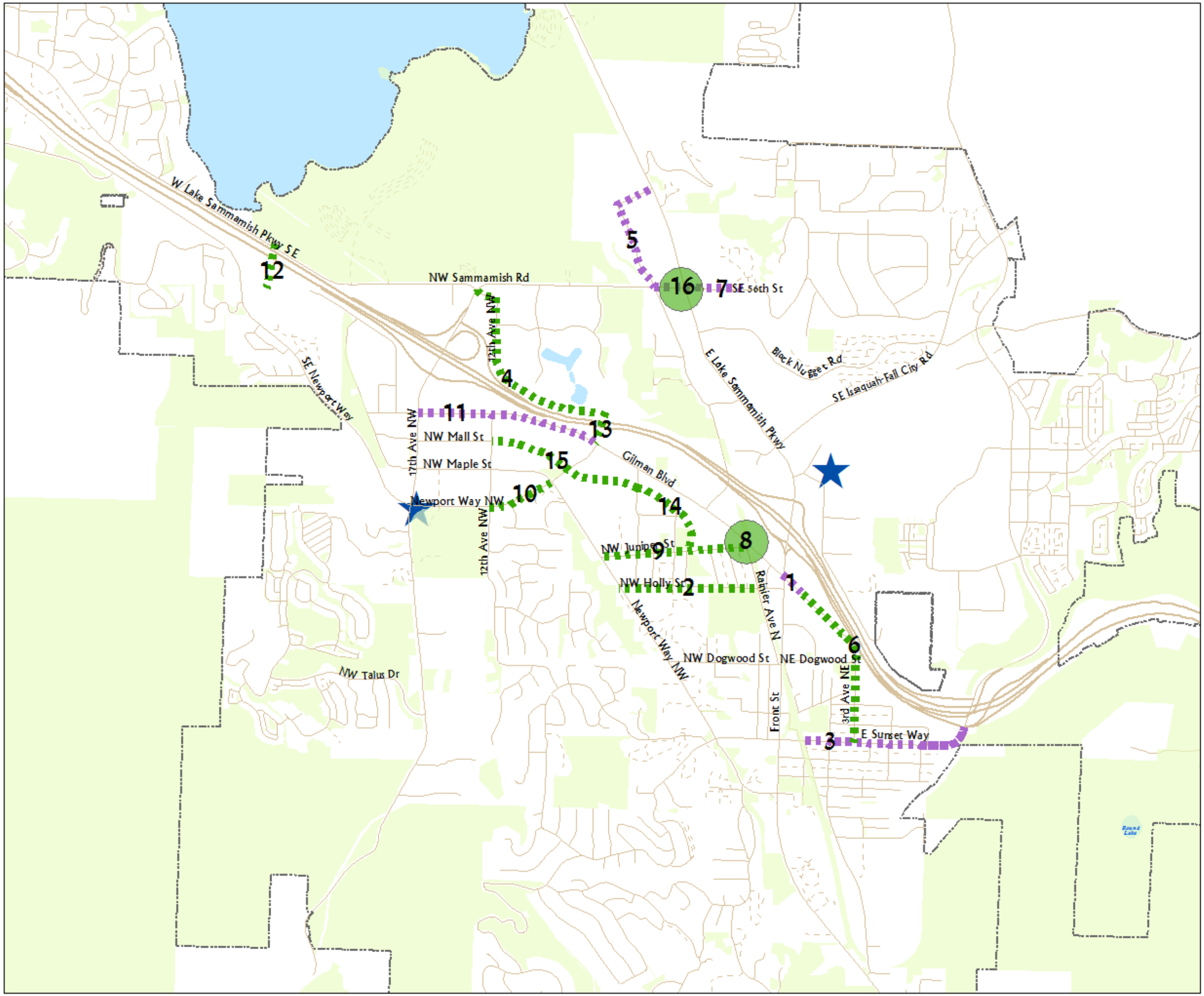
CITY OF ISSAQUAH WASHINGTON

Figure T-4

Proposed Nonmotorized Improvements 2015-2035

Ordinance #2741
Effective Date 6/30/2015



LEGEND

- Transit Hubs
- City Limits

Proposed Routes / Improvements

- On-Street Bike Facility
- Urban Shared Path
- Urban Shared Spot Improvements
- # Project ID#

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CITY OF ISSAQUAH WASHINGTON

Figure T-5

Proposed Pedestrian and Bicycle Mitigation Projects 2015-2030

Ordinance #2741
Effective Date: 6/30/2015

Proposed Pedestrian and Bicycle Mitigation Projects for 2015-2030
Project Descriptions

ID #	Project Name	Project Location: Extents	Project Description
1	NE Gilman & Front Intersection Bike Lanes and Sidewalk	Gilman Blvd: Just west of Front & Gilman intersection to Triple X Restaurant driveway east of Front Street	Extend the Gilman Blvd bike lanes to the east of Front Street N and provide continuous sidewalks. The specific bike facility (for example bike lanes, shared use route, cycle track, etc.) to be determined)
2	Confluence Park/Holly Street Creek Crossing Shared Use Path	Holly Street: Newport Way NW to Rainier Blvd N (Including New Bridge)	Construct a 10- to 12-foot hard surface path along the south side of Holly Street between 5th Ave NW and Rainier Blvd N. A bridge would also be constructed over Issaquah Creek. The trail could connect just south and parallel with Holly Street through Cybil Madeline Park versus running along the roadway between 3rd Ave NW and Rainer Blvd N.
3	East Sunset Way Cycle Track	East Sunset Way: Front Street to I-90 off-ramp (South side)	Construct a 12-foot cycle track and rebuild the south side sidewalk along E Sunset Way between Front St N and the I-90 eastbound off-ramp (south side of I-90). This would likely result in the loss of on-street parking on the south side of E Sunset Way.
4	Pickering Trail along I-90 (Tributary 0170 Trail)	Along north side of I-90: 12th Avenue/SR900 to Lake Drive	Construct a 10- to 12-foot hard surface path between Lake Drive and 12th Ave NW / 17th Avenue NW. This facility would follow an approximately alignment along the north side of I-90.
5	220th Avenue SE Bike Lanes	220th Ave & 51st SE: SE 56th St to East Lake Sammamish Parkway	Construct 5-foot bike lanes along 220th Ave SE and SE 51st Street between SE 56th Street and E Lake Sammamish Pkwy SE. It is assumed that this project can be accommodated through a restripe and a partial to full removal of the SE 51st Street median.

ID #	Project Name	Project Location: Extents	Project Description
6	NE Gilman & 3rd Avenue Shared Use Path	NE Gilman Blvd & 3rd Avenue NE: Triple X Restaurant driveway to E. Sunset Way	Construct a combination of bike lanes and a shared use path along NE Gilman Blvd and 3rd Ave NE between approximately the Triple X Restaurant driveway and E Sunset Way. The bike lanes would be provided along the wider section of NE Gilman Blvd and the shared use path along 3rd Ave NE. The specific bike facility (for example bike lanes, shared use route, cycle track, etc.) to be determined.
7	SE 56th Street Bike Lane	220th Ave SE to near former Albertson's driveway (South side)	Provide a bike lane on south side 56th Street by restriping SE 56th Street between 220th Ave SE and east of E Lake Sammamish Pkwy SE.
8	Three Trails Crossing Improvements	Intersection: NW Gilman Blvd & Rainier Blvd & Juniper Street	Provide a signalized crossing of the NW Gilman Blvd / Rainier Blvd N / NW Juniper Street intersection.
9	NW Juniper Street Improvements	NW Juniper St: Newport Way to Rainier Boulevard	Design and construct two travel lanes, curbs and gutter, drainage and water quality treatment, lighting, and landscaping. Includes completion of partially existing 10' wide multi-purpose trail on one side and sidewalk on the other side.
10	Newport Way NW Bike Lanes and Sidewalk	Newport Way NW: 12th Ave east to NW Maple Street	Construct bike lanes and a sidewalk between 12th Ave NW and NW Maple Street along Newport Way NW. A section of this project will be constructed with developer improvements along the south side between 12th Ave NW and 11th Place NW.
11	Gilman Boulevard Bike Lanes and Sidewalk	NW Gilman Blvd: 17th Ave/SR900 to Maple Street.	Construct bike lanes between 17th Ave NW/SR 900 and Maple Street NW. This would require widening the roadway approximately 10 feet. It was assumed that widening would occur to one side; along the widened side the sidewalk would be rebuilt.
12	NW Sammamish Road Non-Motorized Crossing I-90	I-90 Crossing: NW Sammamish Road to south side of I-90, location to be determined.	Provide a 14' wide non-motorized crossing of l-90 west of the State Park.
13	10th Ave NW Non-Motorized Crossing l-90	I-90 Crossing: Gilman Boulevard to 10th Avenue NW	Provide a 14' wide non-motorized crossing of l-90.

ID #	Project Name	Project Location: Extents	Project Description
14	NW Mall Street Pedestrian Corridor	7th Avenue NW to Juniper	New urban pedestrian corridor
15	NW Mall Street Pedestrian Corridor	NW Mall Street: 12th Avenue NW to 7th Avenue NW	New urban pedestrian corridor portion of new public street
16	Sammamish Trail Grade Separation at SE 56th Street	Intersection of East Lake Sammamish Parkway, SE 56th Street, and Sammamish Trail	Construct pedestrian and bicycle crossing over or under SE 56th St for Sammamish Trail. The Sammamish multi-use trail intersects SE 56th St.

Figure T-6

2014 LONG-RANGE PLAN

SOUNDTRANSIT

On December 18, 2014, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996, and updated in 2005:

1. Added a potential light rail corridor from Downtown Seattle to West Seattle/Burien.
2. Added a potential light rail corridor from Everett to North Everett.
3. Added a potential light rail corridor from Downtown Tacoma to Tacoma Mall and DuPont, and defined the terminus of the light rail spine at Tacoma Mall.
4. Added a HCT corridor from Downtown Seattle along Madison Street.
5. Added a HCT corridor from SR 522 to SR 520, serving the Totem Lake Urban Center and the South Kirkland Park-and-Ride.
6. Added a potential light rail corridor from Lynnwood to Everett, serving the Southwest Everett Industrial Center (Paine Field).
7. Added a potential light rail corridor from Downtown Tacoma to Tacoma Community College.
8. Added a potential light rail corridor from Issaquah to Issaquah Highlands.
9. Added a HCT corridor from Puyallup/ Sumner to Orting.
10. Added a HCT corridor from Downtown Tacoma to Parkland.
11. Added a BRT corridor to the Puyallup vicinity, along Meridian Avenue.
12. Added a Regional Express bus/BRT corridor along 145th Street from I-5 to SR 522, and a HCT corridor from I-5 to SR 522.
13. Added a Regional Express bus corridor from Woodinville to Bellevue.

Transportation 2040

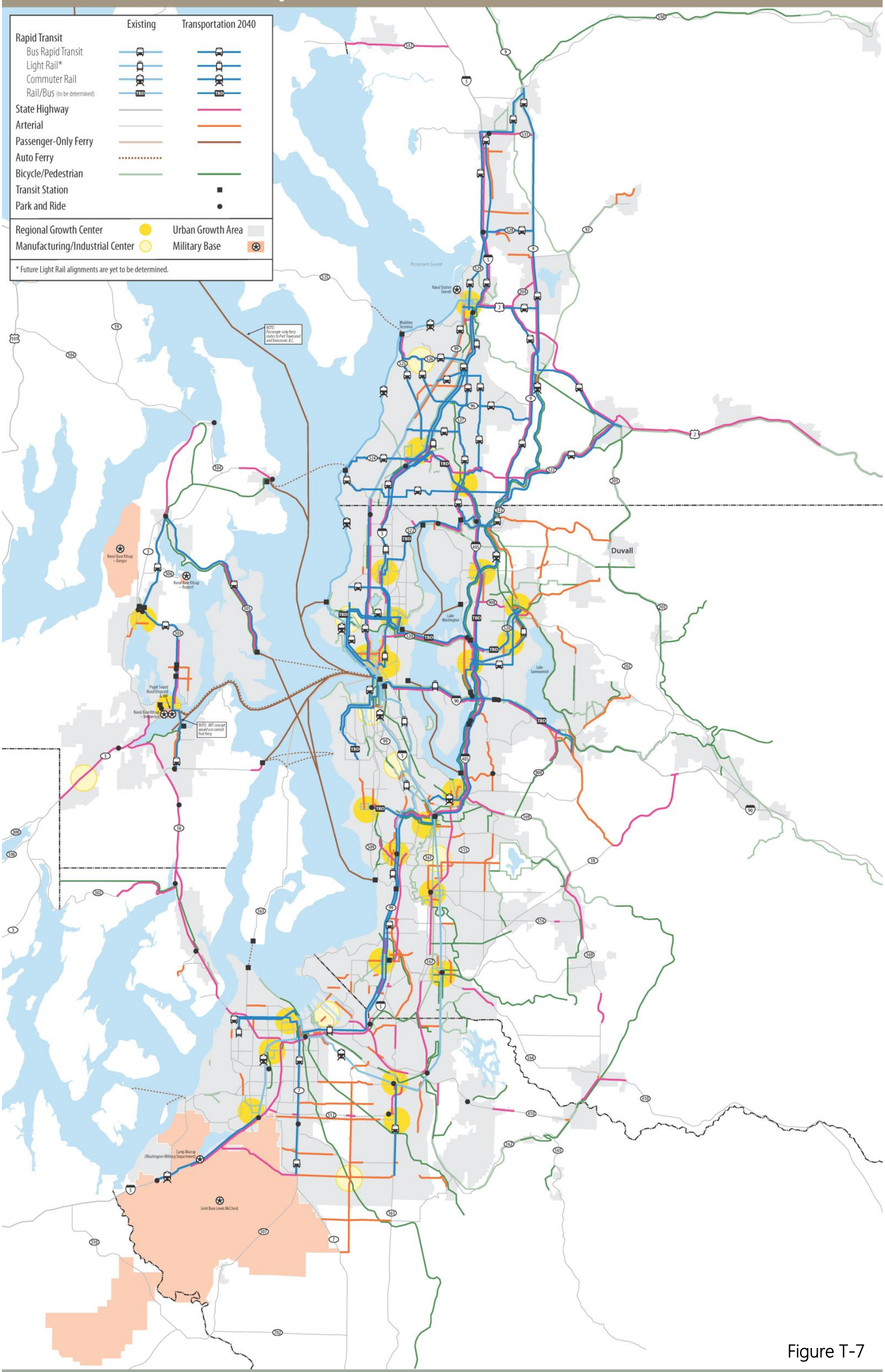
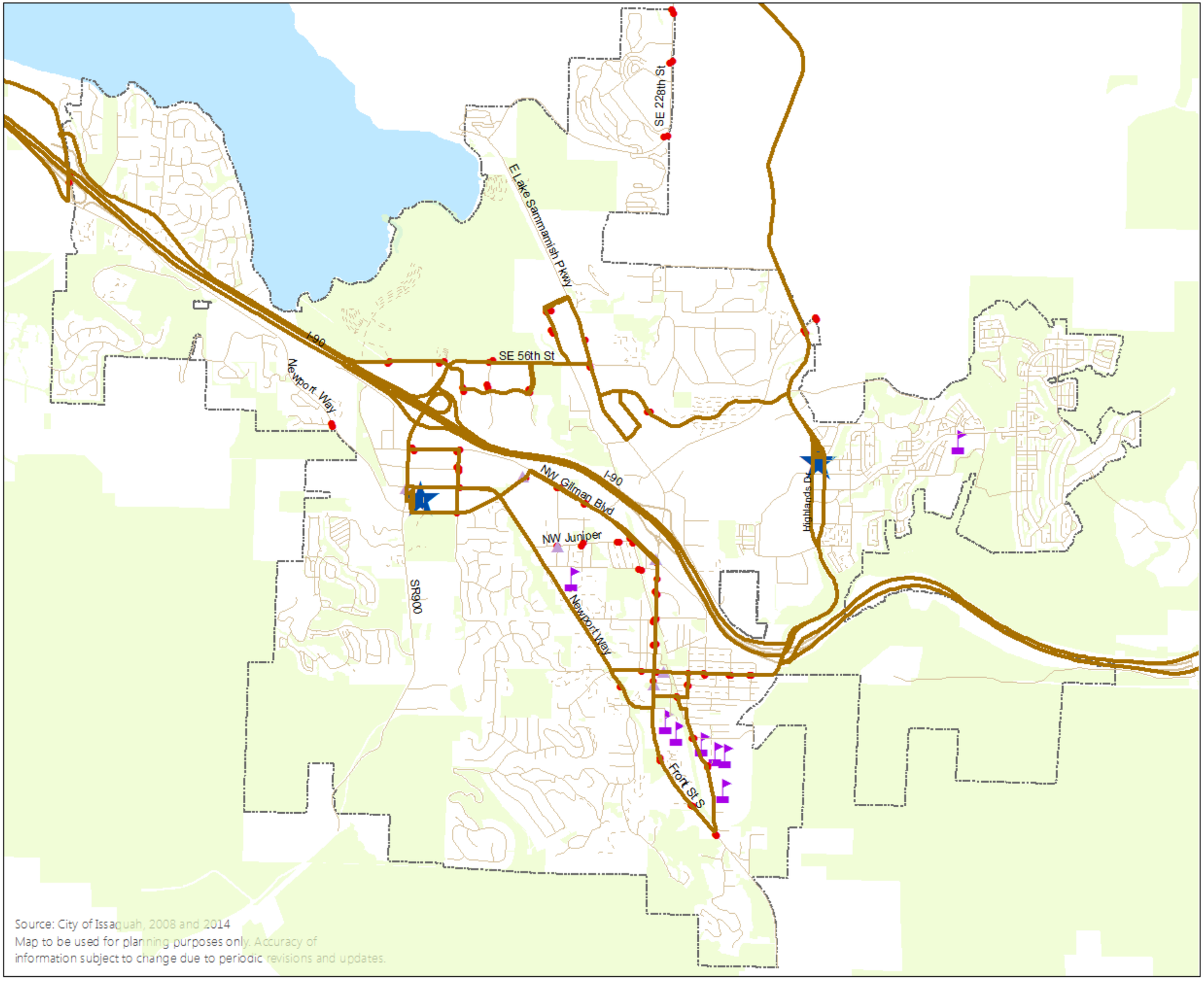


Figure T-7



Source: City of Issaquah, 2008 and 2014
Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.

LEGEND

- bus shelters
- bus stops
- Transit Center and Park & Ride
- Transit Routes (for specific route information, go to metro.kingcounty.gov or soundtransit.org)
- Schools 2007
- Parks and Open Space
- City Limits

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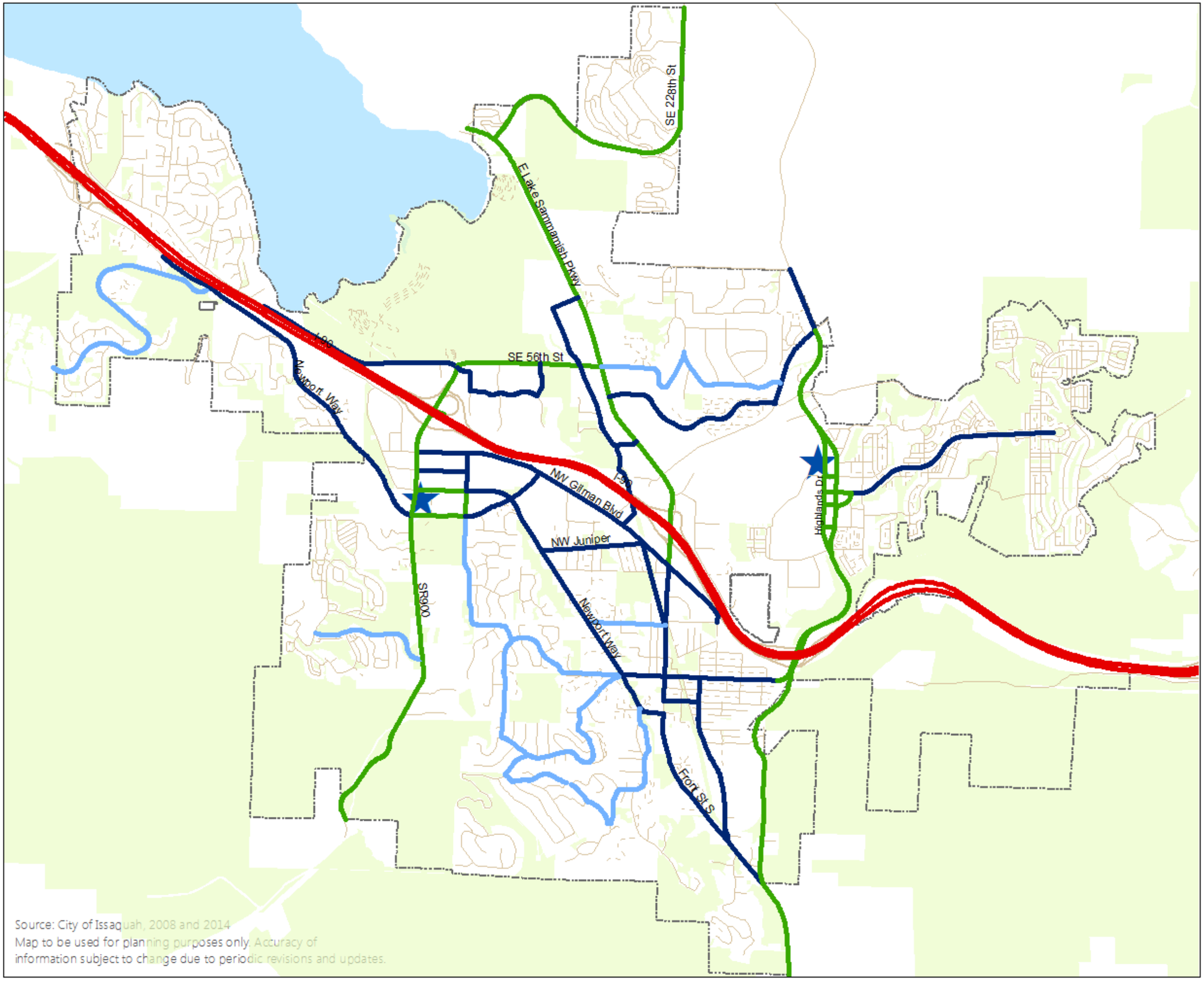
CITY OF ISSAQUAH WASHINGTON

Figure T-8

Transit Inventory Map 2008

Ordinance #2741
Effective Date 6/30/2015



Source: City of Issaquah, 2008 and 2014
Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.

LEGEND

- Local Transitway
- Minor Transitway
- Principal Transitway
- Regional Transitway
- Transit Center and Park & Ride
- Parks and Open Space
- City Limits

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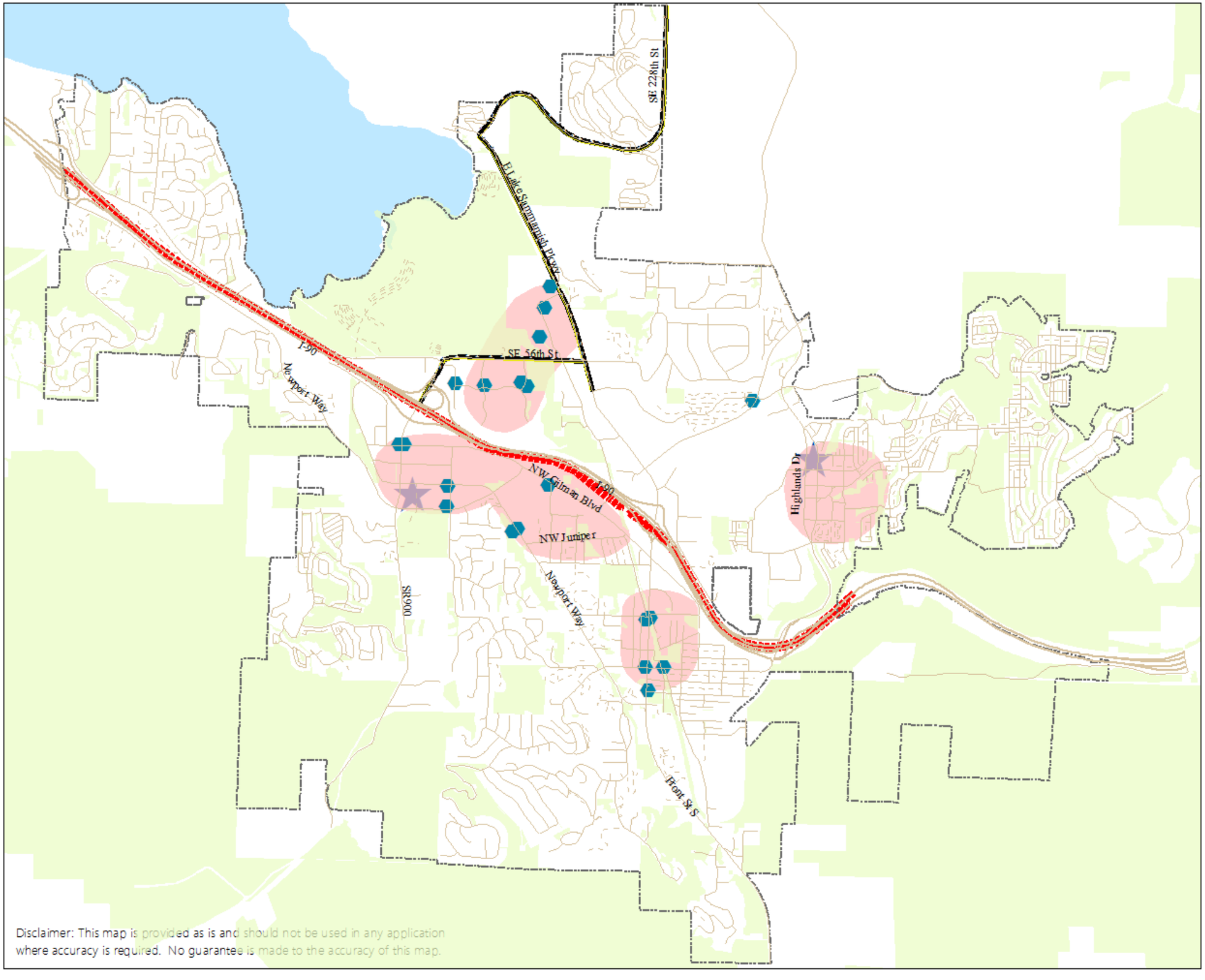
CITY OF ISSAQUAH WASHINGTON

Figure T-9

Transit Circulation and Classifications Plan 2008

Ordinance #2741
Effective Date 6/30/2015



LEGEND

- New Bus Shelters
- New HOV Lanes
- High Capacity Transit
- Parks and Open Space
- Potential Pedestrian Emphasis Districts
- Transit Hubs
- City Limits

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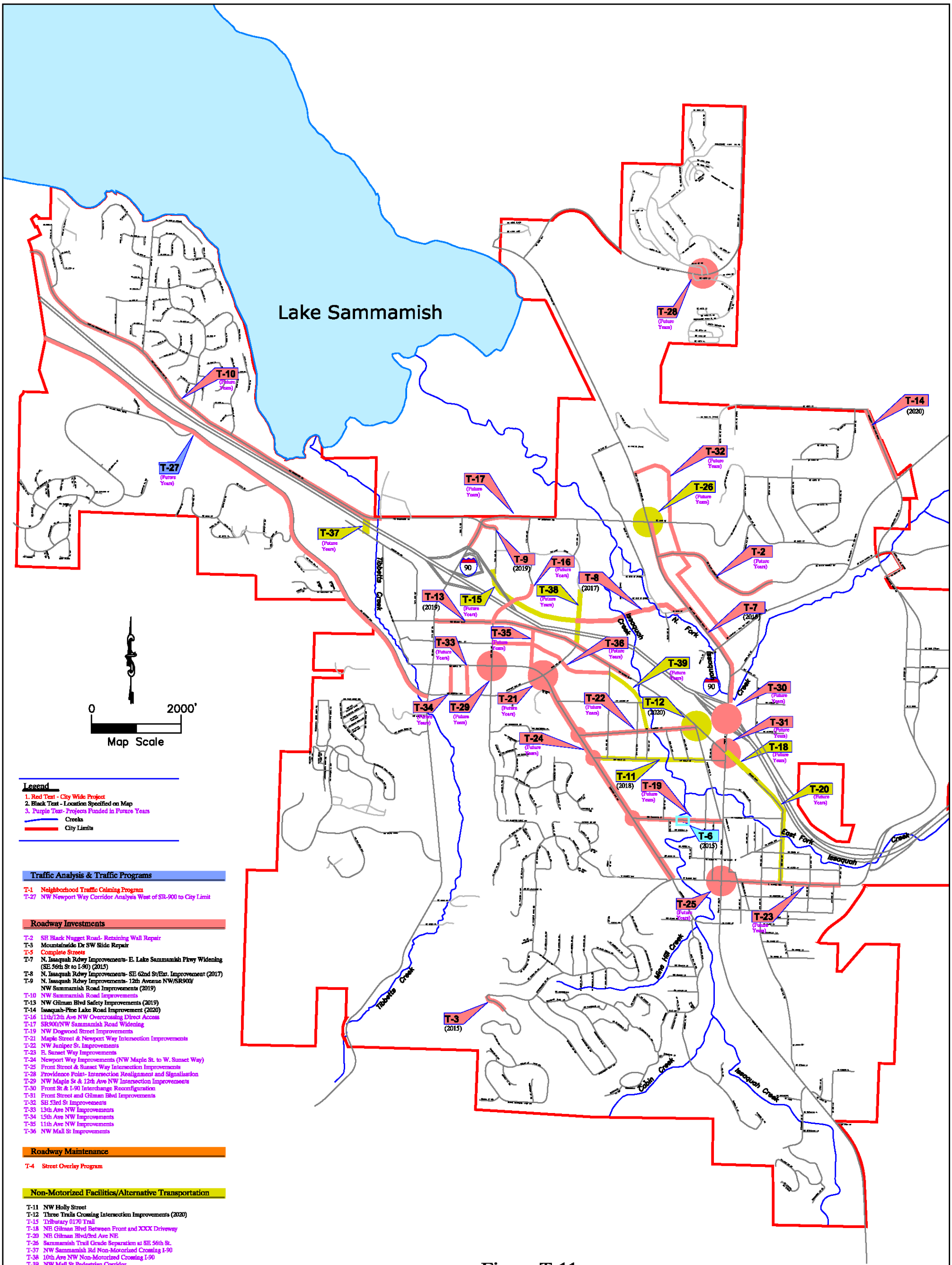
CITY OF ISSAQUAH WASHINGTON

Figure T-10

20-Year Transit and Transit Supportive Projects and Programs (2007)

Ordinance #2741
Effective Date 6/30/2015



Legend

1. Red Text - City Wide Project
2. Black Text - Location Specified on Map
3. Purple Text- Projects Funded in Future Years

Creeks
City Limits

Traffic Analysis & Traffic Programs

T-1 Neighborhood Traffic Calming Program
T-27 NW Newport Way Corridor Analysis West of SR-900 to City Limit

Roadway Investments

T-2 SE Black Nugget Road- Retaining Wall Repair
T-3 Mountainside Dr SW Slide Repair
T-5 Complete Streets
T-7 N. Issaquah Rdwy Improvements- E. Lake Sammamish Pkwy Widening (SE 56th St to I-90) (2015)
T-8 N. Issaquah Rdwy Improvements- SE 62nd St/Ext. Improvement (2017)
T-9 N. Issaquah Rdwy Improvements- 12th Avenue NW/SR900/ NW Sammamish Road Improvements (2019)
T-10 NW Sammamish Road Improvements
T-13 NW Gilman Blvd Safety Improvements (2019)
T-14 Issaquah-Pine Lake Road Improvement (2020)
T-16 11th/12th Ave NW Overcrossing Direct Access
T-17 SR900/NW Sammamish Road Widening
T-19 NW Dogwood Street Improvements
T-21 Maple Street & Newport Way Intersection Improvements
T-22 NW Juniper St. Improvements
T-23 E. Sunset Way Improvements
T-24 Newport Way Improvements (NW Maple St. to W. Sunset Way)
T-25 Front Street & Sunset Way Intersection Improvements
T-28 Providence Point- Intersection Realignment and Signalization
T-29 NW Maple St & 12th Ave NW Intersection Improvements
T-30 Front St & I-90 Interchange Reconfiguration
T-31 Front Street and Gilman Blvd Improvements
T-32 SE 53rd St Improvements
T-33 13th Ave NW Improvements
T-34 15th Ave NW Improvements
T-35 11th Ave NW Improvements
T-36 NW Mall St Improvements

Roadway Maintenance

T-4 Street Overlay Program

Non-Motorized Facilities/Alternative Transportation

T-11 NW Holly Street
T-12 Three Trails Crossing Intersection Improvements (2020)
T-15 Tributary 0170 Trail
T-18 NB Gilman Blvd Between Front and XXX Driveway
T-20 NB Gilman Blvd/3rd Ave NE
T-26 Sammamish Trail Grade Separation at SE 56th St.
T-37 NW Sammamish Rd Non-Motorized Crossing I-90
T-38 10th Ave NW Non-Motorized Crossing I-90
T-39 NW Mall St Pedestrian Corridor

Bridge Improvements

T-6 Dogwood Street Bridge Replacement (2015)

Figure T-11
Six-Year Transportation Improvement Program
C.I.P. / T.I.P. 2015 - 2020
Ordinance # 2741
Effective Date: 6/30/2015

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
Years 2015 - 2020

TIP Project No.	Project	Dept	2014 Estimate	2015	2016	2017	2018	2019	2020	Future Years	2015 - Future Project Cost
1	Neighborhood Traffic Calming Program	PWE	19,000	20,000	21,000	22,000	23,000	24,000	25,000	26,000	161,000
2	SE Black Nugget Rd - Retaining Wall Repair	PWE	-	190,000	-	-	-	-	-	2,300,000	2,490,000
3	Mountainside Dr SW Slide Repair	PWE	-	40,000	-	-	-	-	-	-	40,000
4	Street Overlay Program	PWO	390,000	806,000	830,000	855,000	880,000	905,000	930,000	955,000	6,161,000
5	Complete Streets Program	PWE	620,000	645,000	670,000	697,000	724,000	751,000	782,000	809,000	5,078,000
6	Dogwood Bridge Replacement	PWE	212,104	2,418,000	-	-	-	-	-	-	2,418,000
7	N Iss. Rdwy Impvmnts - E Lake Sammamish Pkwy V	PWE	673,000	6,801,606	-	-	-	-	-	-	6,801,606
8	N Iss. Rdwy Impvmnts - SE 62nd St/Ext. Imprv.	PWE	4,538,928	9,381,692	10,922,973	12,257,919	-	-	-	-	32,562,584
9	N. Iss. Rdwy Impvmts - 12th Ave/SR 900/17th Ave Ir	PWE	-	-	189,815	325,372	1,935,007	645,002	-	-	3,095,196
10	NW Sammamish Rd Improvements	PWE	-	50,000	-	-	-	-	-	6,180,000	6,230,000
11	NW Holly Street	PWE	-	-	-	415,300	2,118,355	-	-	-	2,533,655
12	Three Trails Crossing Improvements	PWE	-	-	-	-	190,962	133,674	1,106,519	-	1,431,155
13	NW Gilman Boulevard Safety Improvements	PWE	-	-	-	-	307,000	2,767,000	-	-	3,074,000
14	Issaquah - Pine Lake Road Improvements	PWE	-	-	-	-	1,509,000	1,061,000	2,570,000	6,308,000	11,448,000
15	Tributary 0170 Trail	PWE	-	-	-	-	-	406,000	124,000	2,526,560	3,056,560
16	11th/12th Ave NW Overcrossing Direct Access	PWE	-	-	-	-	-	-	1,030,000	88,976,000	90,006,000
17	SR900/NW Sammamish Road Widening	PWE	-	-	-	-	-	-	670,000	8,973,000	9,643,000
18	NE Gilman Blvd Between Front and XXX Driveway	PWE	-	-	-	-	-	-	-	772,229	772,229
19	NW Dogwood Street Improvements	PWE	-	-	-	-	-	-	-	2,501,000	2,501,000
20	NE Gilman Blvd/3rd Ave NE	PWE	-	-	-	-	-	-	-	745,000	745,000
21	Maple St & Newport Way Intersection Improvements	PWE	-	-	-	-	-	-	-	2,499,000	2,499,000
22	NW Juniper St. Improvements	PWE	-	-	-	-	-	-	-	1,950,000	1,950,000
23	East Sunset Way Improvements	PWE	-	-	-	-	-	-	-	6,410,000	6,410,000
24	Newport Way Improvements (Maple to Sunset)	PWE	-	-	-	-	-	-	-	15,335,000	15,335,000
25	Front St. & Sunset Way Intersection Improvements	PWE	-	-	-	-	-	-	-	905,000	905,000
26	Sammamish Trail Grade Separation At SE 56th St.	PWE	-	-	-	-	-	-	-	5,338,000	5,338,000
27	NW Newport Way West of SR-900	PWE	-	-	-	-	-	-	-	13,644,000	13,644,000
28	Providence Point - Intersection Realignment & Signa	PWE	-	-	-	-	-	-	-	3,605,000	3,605,000
29	NW Maple & 12th Ave NW Intersection Improvemen	PWE	-	-	-	-	-	-	-	1,033,000	1,033,000
30	Front St & I-90 Interchange Reconfiguration	PWE	-	-	-	-	-	-	-	44,000,000	44,000,000
31	Front St & Gilman Blvd Intersection Improvements	PWE	-	-	-	-	-	-	-	3,249,000	3,249,000
32	SE 53rd Street Improvements	PWE	-	-	-	-	-	-	-	33,958,000	33,958,000
33	13th Ave NW Improvements	PWE	-	-	-	-	-	-	-	4,100,000	4,100,000
34	15th Avenue NW Improvements	PWE	-	-	-	-	-	-	-	4,600,000	4,600,000
35	11th Avenue NW Improvements	PWE	-	-	-	-	-	-	-	4,672,175	4,672,175
36	NW Mall Street Improvements	PWE	-	-	-	-	-	-	-	15,292,000	15,292,000
37	NW Sammamish Road Non-Motorized Crossing I-90	PWE	-	-	-	-	-	-	-	10,048,000	10,048,000
38	10th Ave NW Non-Motorized Crossing I-90	PWE	-	-	-	-	-	-	-	6,363,000	6,363,000
39	NW Mall Street Pedestrian Corridor	PWE	-	-	-	-	-	-	-	2,662,000	2,662,000
Total Transportation Requests			**$ 6,453,032**	**$ 20,352,298**	**$ 12,633,788**	**$ 14,572,591**	**$ 7,687,324**	**$ 6,692,676**	**$ 7,237,519**	**$ 300,734,964**	**$ 369,911,160**
Non City Funds			**$ 730,600**	**$ 17,337,290**	**$ 9,743,027**	**$ 7,109,321**	**$ 824,000**	**$ 1,148,800**	**$ 1,747,200**	**$ -**	**$ 38,640,238**
Total City Funds			**$ 5,722,432**	**$ 3,015,008**	**$ 2,890,761**	**$ 7,463,270**	**$ 6,863,324**	**$ 5,543,876**	**$ 5,490,319**	**$ 300,734,964**	**$ 331,270,922**